

CENTRAL INTELLIGENCE AGENCY
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1. On 12 June 1951 the Russian General Makarov and General-Inspokteur Heinz Hoffmann and Kommandeur Butter of the IWA visited the BfV, where they had a three-hour conversation with Staatssekretär Willi Stoph and his deputy, Raeschler. The discussion was mainly concerned with the development and production of vehicles required by the IWA, but it also showed the members of the BfV the close attention paid to the IWA by the Soviet Control Commission.
2. Makarov insisted that work commence immediately on a 3-axle cross-country vehicle of the ZIS 151 type, with drive on all axles.
3. He then proposed that a full-track vehicle, modelled on the Russian KS 120, also be developed, but was finally persuaded that a half-track vehicle would be more suitable for Western Europe. Makarov indicated that he desired Ifa Schlepperwerk at Schönebeck an der Elbe to proceed quickly with the development of this type of transport.
4. He then discussed the proposed motorcycle and sidecar combination of 5-600 ccs, and said that the SAG Iff Works at Eisenach produced a very suitable combination for the Red Army. He promised to find out if any part of this production could be allotted to the IWA.
5. General Inspokteur Hoffmann then took up the question of gasoline Bowsers. He said that although 50 five-ton trailers had been scheduled for carrying gas, he did not want to abandon the project of having at least some proper gas Bowsers, and for this purpose inquired about the possibility of having the Horch truck H31 converted. It was made clear to him that, taking into account the weight of the actual tank and of the chassis and body work, such a Bowser would only be able to take about 2,500 liters of gasoline. General Makarov eventually pointed out that since H31 trucks came from the Horch works to the IWA, the ZIS 150 trucks already in the possession of the IWA could be converted into Bowsers. It was eventually agreed that 30 ZIS 150 trucks would be so converted.
6. The question of mobile cranes was then discussed and it was decided to have six ZIS 150s converted by the Bleichert SAG of Leipzig, at a cost of 20,000 East Marks per mobile crane, the first to be ready for trial by 20 July 1951. They are required for the engineer equipment.

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7. The next item was a scheme, evidently dear to General-Inspekteur Hoffmann's heart, for having several staff buses. He said that they should be capable of sleeping between three and four people and of being used as an office, as was done by the Wehrmacht in the Second World War.
8. General Makarov said that the Soviet Control Commission proposed to give intensive trials both to the H1 truck and the FG/2 car ordered by the BfW for the HVA.
9. In conclusion, Makarov said that no further deliveries of trucks from the USSR would be made to the German economy and, therefore, any HVA requirements must be supplied by the DDR.

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